

## PORT AND SOLID WASTE DEPARTMENT



2561 SOUTH BROADWAY  
GREEN BAY, WI 54304

PHONE: (920) 492-4950 FAX: (920) 492-4957

CHARLES J. LARSCHEID

PORT AND SOLID WASTE DIRECTOR

### PROCEEDINGS OF THE BROWN COUNTY HARBOR COMMISSION

---

A meeting was held on **May 10, 2010**, 11:30am., at Holiday Inn – City Centre, Green Bay, WI. The meeting was officially called to order by President McKloskey.

#### **Roll Call:**

Present: President Neil McKloskey  
Commissioner Ron Antoneau  
Commissioner Bill Martens  
Commissioner John Hanitz  
Commissioner Bernie Erickson  
Commissioner Hank Wallace  
Commissioner John Gower

Excused: Vice President Tom Van Drasek  
Commissioner Craig Dickman

Also Present: Charles Larscheid, Brown County Port & Solid Waste  
Dean Haen, Brown County Port & Solid Waste

#### **2. Approval/Modification – Meeting Agenda**

Commissioner Erickson requested Agenda items numbers eight and nine be moved to follow agenda item three due to a scheduling conflict. **A motion was made by Bernie Erickson and seconded by Neil McKloskey to approve the agenda with the modifications.** *Unanimously approved.*

#### **3. Approval/Modification – April 12, 2010 Meeting Minutes**

**A motion to approve the April 12, 2010 minutes as modified was made by John Gower and seconded by Bill Martens.** *Unanimously approved.*

#### **8. Renard Island Update – Request for Approval**

Dean Haen wanted to bring the Harbor Commission up to date on the Renard Island closure. The U. S. Army Corp. of Engineers is moving forward with this project quickly and should have a Chapter 30 application submitted to build a causeway to the DNR by Friday May 14, 2010. The DNR has established that there is no difference between a temporary or permanent causeway. However, the concerns with the causeway are navigation and water flow. After a meeting between the Corp. of Engineers, the city of Green Bay and the DNR, the DNR seems to be comfortable with putting in a seven foot diameter culvert on one end to allow navigation through. To keep water moving through the area, and support water quality in the area, the Corp. of Engineers is planning on adding two 48 inch culverts as well.

The DNR is asking for the Corp. of Engineers to be the applicant for this temporary causeway and the city of Green Bay needs to be the co-applicant given that they are the repairing owner on the land side. The city of

Green Bay has agreed to do this. The county is not a part of the application. The county however needs to provide the Corp. of Engineers the access and right of way agreements for building the causeway and also provide an area to store material. The County Corporation Council is finishing up the easements for the Harbor Commission and then this will be ready for the city staff to sign. The USACE hopes to have a contract awarded before the end of September to keep the \$2,000,000 directed at this project. Best case scenario is that by next summer this project could be completed.

Discussion ensued regarding the City Council supporting a clay cover. Staff does not believe a clay cover is essential however City Council is preparing a resolution supporting a clay cover. Dean Haen suggested reaching out to the five county supervisors on the city council to see if there was any value in helping them understand what the county has accomplished with this project and what the additional costs are associated with a clay cover. **A motion was made by Bernie Erickson and seconded by John Gower to have staff contact the County Supervisors to see if they would prefer to meet personally or send a composite letter updating them on the Renard Island closure.** *Unanimously approved.*

9. **County Meal Reimbursement – Update**

President McKloskey presented a letter he had prepared for the county encouraging them to adopt an out-of-state meal reimbursement schedule to adequately reimburse staff sent on official county business outside of Wisconsin. While the current reimbursements are fair and reasonable while traveling in Wisconsin larger metropolitan areas have higher costs. Director Larscheid wanted it to be known that staff did not ask for this letter to be written but had only brought up the issue. Discussion ensued on whether or to send the letter drafted by President McKloskey, not send the letter or prepare a different letter. **It was recommended that the Harbor Commission send a letter to the executive committee asking for a revision of the county code to reflect out of state meal reimbursement rates.**

4. **2010 Strategic Plan – Request for Approval**

Dean Haen distributed information regarding the final version of the 2010 Strategic Plan. After nine months of hard work a special thanks goes out to the subcommittee of John Gower, Hank Wallace, Craig Dickman and Tom VanDrasek.

The 2010 Strategic Plan has four strategic themes – Open Markets, sustainable economics, expanding markets and revenue and autonomous and world class operations. All four themes have associated strategic initiatives. Annual operating plans will be developed by July of each year as part of the budget process. Upon the approval of the Strategic Plan an operating budget will be created to start accomplishing some of these initiatives. The budget is unknown at this time. However, the Harbor Commission will have an opportunity to give input and feedback. The Strategic Plan will then go through the County Board for approval. **A motion was made by Bernie Erickson and seconded by John Gower to approve the 2010 Strategic Plan.** *Unanimously approved.*

5. **Tall Ship Memorandum of Understanding – Request for Approval**

During the Tall Ships Festival in 2006 a committee was formed consisting of Brown County, The Green Bay Visitors Bureau and Downtown Green Bay, Inc. to take on the responsibility and risk to run the festival. The festival turned out great, there were no real issues and the event essentially broke even. This year the work load is significantly less because PMI is willing to run the event relieving the county of the responsibility. However, PMI needs assistance with Port related issues. The MOU is a document that is attempting to address some of these issues where Brown County can provide PMI with assistance but not take on any additional risk. Some of the concerns already addressed by Dean Haen, the Port Manager, for PMI are water depth and technical assistance with dredging and moorings. PMI would also like the Port Manager to be the liaison between the Coast Guard and PMI to get the gangways approved so they can open the festival. Dean Haen would like to invest some time assisting PMI with the Tall Ships Festival however a great deal of time will not be needed for this project. On the day of the event Dean Haen has been asked to help coordinate with the police and fire boats to get the ship into the harbor in order.

Discussion ensued regarding how much events like the Tall Ships Festival mean to the community and whenever we can put on events like these we should. However, President McKloskey expressed concern that the MOU was a contract without consideration for the county and PMI would be making a profit off of the work that Dean Haen is essentially providing for free. President McKloskey does not believe the county should be doing any work for PMI unless there is compensation involved. Also, President McKloskey has a fear that should something happen to one of the ships they could come back and hold the county accountable for the issue. Dean Haen stated that the county could elect not to enter into an agreement with PMI however, it seems that an agreement is necessary in case there is an issue with the ships. Director Larscheid feels that there is some benefit in having some participation in matters associated with the river and feels it may be of value to have an association with the festival. Dean Haen feels that being able to showcase the port as an international port and having the free booth, that PMI is willing to provide at the festival, to promote the port is a form of compensation. **No motion was made concerning the Tall Ships MOA. Harbor Commission would like to refer back to Corp. Council to determine liability issues associated with participating in the Tall Ships Festival.**

6. **Beneficial Reuse Work Plan** – *Request for Approval*

Dean Haen distributed a work plan for an effort to beneficially use dredge material in the highway 41-141 project. Two million yards could potentially be used for this project with one million yards available at Bay Port. The DOT is very interested in using this material. The DOT is already doing the physical testing on the dredge material to make sure the material is useful.

In an effort to advance this plan forward, there have already been meetings with Foth and Van Dyke and the DNR. There also needed to be a work plan outlining the sediment analysis plan, the quality analysis plan and a variety of other efforts. Distributed was information working through the preparation of the work plan. The cost of this plan is \$30,700. The Port budget for professional services is \$25,000 and under the 217 agreement there is \$7,500 in engineering dollars. This is obviously more costly than the prepared budget, and will be more with the actual physical testing, however staff is recommending we advance this. Budget adjustments may become necessary if the budget categories are exceeded. This project however is highly valuable and should be a main focus of the Harbor Commissions efforts. **A motion was made by Ron Antoneau to approve the work plan and seconded by John Gower. Unanimously approved.**

7. **Economic Impact Study Findings** - *Update*

Last month the Harbor Commission did not accept the Bay Lake Bank's Regional Planning Commission's economic impact study on the basis that the fixed inputs in the model were from 1999 which was grossly understating the Ports economic impact. Over the past month Dean Haen has been looking into ways to accomplish an economic impact study. One idea is to pay \$5000 for a new Port kit. In the past these kits were free. However, Rutgers University has the rights to this model now and it is no longer government financed.

A second idea is Great Lakes Maritime Research Institute in Superior is planning an economic impact study on all the port cities. This will be done one at a time with Duluth being first. Since we've expressed interest we could be the second port city. Great Lakes Maritime Research Institute will be buying the model and data and funding their research through federal grants. Eventually we could have an economic impact study done through this program. However, a timeline is unknown. Duluth has not been started so it would probably not be this year.

Third, Wisconsin's Commercial Ports Association has been working on an economic impact study of Wisconsin's ports using an economic impact model called Implan with data from 2008. What the state has said is that they have already surveyed everyone in Green Bay and that they could run 2008 through Implan at no cost. This would give us our 2008 Mari kit economic impact and the 2008 Implan information and we could see how much of a range we have been understated. Dean Haen has told Wisconsin's Department of Transportation to run the information for 2008's data.

As a fourth idea Dean Haen contacted David Ward with Northstar Economics to see if there was something he could do for us. Mr. Ward said that he would need the model and the survey data. Since he would need the

model that would cost \$5000 and also it would cost money to survey everyone – which would wind up costing approx. \$10,000 or \$15,000.

**The Harbor Commission would like to budget \$5000 for a new Port kit and then review it before the budget is finalized.**

10. **Audit of Bills** – *Request for Approval*

**Motion to approve the bills, which were checked and correct, made by Bill Martens and seconded by Hank Wallace. Unanimously approved.**

11. **Tonage Report** – *Request for Approval.*

There have been 13 vessels into the port already this month compared to five last April. **A motion was made to approve the tonnage report was made by Ron Antoneau and seconded by John Hanitz. Unanimously approved.**

12. **Directors Report**

- *Extra Position at Port and Solid Waste*

The information regarding the Facilities Manager position at the Green Bay Port and Solid Waste should be going to Tom Hintz this week then going to plan development this month then to the County Board in June. Advertising and interviews could start in July with a possible hire in August or September. Human Resources did their initial study and found no issues with the write up and estimations of how the new position would work and agreed with most of the findings.

- *Fox River Clean Up*

Director Larschied gave an update on the status of the litigation between a couple of mills and Brown County, Green Bay and the U.S. Army Corp. of Engineers. Brown County has been named in the lawsuit because of their connection with Renard Island and Bay Port. Brown County's lawyers have argued that because the county does not own Renard Island and did not own Bay Port until the 1990's, with relatively little material going out from either, that we should be dropped from the lawsuit. There is some indication that the mills may try and press the issue and argue whether Brown County owns Renard Island currently or should accept the liabilities of Bay Port from before Brown County owned it. These are issues that are going to continue to be contested. We are working with our lawyers to put together a new document to respond to some of these points. Director Larscheid will keep the Harbor Commission informed.

13. **Such other Matters as are Authorized by Law:**

Bernie Erickson suggested the Commission write a letter thanking Congressman Kagan for all his assistance with the port. In addition to helping with getting extra dredging dollars, Congressman Kagan has also helped with securing money for the closure of Renard Island. Appropriation requests for Renard Island closure were supported by Congressman Kagan and Senator Kohl in the amount of \$3,000,000 and \$5,000,000 respectfully. Harbor Commission Agreed to send a thank you letter for their continued support.

14. **Adjourn**

**A motion to adjourn was made by John Gower and seconded by John Hanitz. Unanimously approved.**

